

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Bonnie Lowenthal, Vice Chair, City of Long Beach. There was a quorum.

**Members Present**

Adams, Steve (via teleconference)	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Bone, Lou	City of Tustin
Burke, Yvonne	City of Los Angeles
Dale, Lawrence	City of Barstow
Dixon, Richard	City of Lake Forrest
Dunlap, Judy	City of Inglewood
Gabelich, Rae	City of Long Beach
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Herrera, Carol	City of Diamond Bar
Lowenthal, Bonnie (Vice-Chair)	City of Long Beach
Ovitt, Gary	San Bernardino County
Roberts, Ron	City of Temecula
Smith, Greg	City of Los Angeles
Spence, David	Arroyo Verdugo COG
Stone, Jeff	Riverside County
Sykes, Tom	City of Walnut
Talbot, Paul	City of Alhambra
Wapner, Alan	City of Ontario

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

**Members Not Present**

Baldwin, Harry ( <b>Chair</b> )	City of San Gabriel
Bauman, John	City of Brea
Becerra, Glen	City of Simi Valley
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Correa, Lou	Orange County
Daniels, Gene	City of Paramount
DeLara, Juan	City of Coachella
Flickinger, Bonnie	City of Moreno Valley
George, Gary	City of Redlands
Hernandez, Robert	City of Anaheim
Joffe, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Millhouse, Keith	City of Moorpark
Moqet, Shenna	Riverside, WRCOG
O'Connor, Pam	City of Santa Monica
Pettis, Greg	Cathedral City
Rutherford, Mark	City of Westlake Village
Smyth, Cameron	City of Santa Clarita
Szerlip, Don	South Bay Cities COG
Tyler, Sidney	City of Pasadena
Uranga, Tonia Reyes	City of Long Beach

**Voting Members, Not Elected Official**

Casey, Rose	Caltrans
-------------	----------

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

**1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE**

The Honorable Bonnie Lowenthal, Vice Chair, called the meeting to order at 10:02 a.m.

**2.0 PUBLIC COMMENT PERIOD**

Noted in Item 5.1

**3.0 REVIEW and PRIORITIZE**

**4.0 CONSENT CALENDAR**

**4.1 Approval Item**

**4.1.1 July 6, 2006 Minutes**

**4.2 Receive and File**

**4.2.1 State and Federal Legislative Matrix**

MOTION was made to APPROVE the Consent Calendar items.  
Motion was SECONDED and unanimously APPROVED.

**5.0 ACTION ITEMS**

**5.1 Resolution #06478-2 of Support for Continued Study of Tunnel Option to Complete the 710 Gap Closure**

Robert Huddy, SCAG, stated that staff has brought this item to the TCC several times over the last few months. The Resolution was a result of additional discussions with various stakeholders. Staff recommends the approval of the Resolution of Support for continued study of a tunnel option to complete the 710

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

Gap Closure and inclusion of the tunnel as an option to be used for planning in the 2008 Regional Transportation Plan.

Mayor Carol Herrera, City of Diamond Bar, stated that she does not want the resolution language to reflect that a particular option becomes the only option. Mayor Herrera requested the change in language in Paragraph 4 to reflect **an** option rather than the **only** option. In Paragraph 7, Mayor Herrera requested that the language be changed from **shall be used** to **should be considered**.

Councilmember David Spence, Arroyo Verdugo COG, stated that he felt additional information was needed regarding the environmental impact of the project. There is information that is not available on the Ground Water Study. In addition, all of the environmental impact work that has been said it could be mitigated is inaccurate according to the information studies that technical researchers have done in the Arroyo Verdugo sub-region. Mr. Spence said he felt it was not currently the right time to take the recommended action to pass the Resolution.

Chair Lowenthal, pointed out that in Paragraph 7 of the Resolution, it did read that **subject to the appropriate and required environmental review**. Chair Lowenthal stated that Councilmember Spence's concern was addressed in Paragraph 7.

David Margrave, Councilmember, City of South Pasadena expressed his views in opposition to the Item 5.1, Resolution #06478-2 for support of the continued study of the tunnel option to complete the 710 Gap Closure. Councilmember Margrave stated that the last Resolution passed by the City of South Pasadena in 2003 regarding the 710 freeway was to oppose and continues to oppose the 710 Gap Closure.

Philip Putnam, Mayor, City of South Pasadena, stated that he didn't feel that Councilmember Margrave's view accurately reflects the City of South Pasadena's views, but most of what he stated is correct. The City of South Pasadena is officially opposed at this point in time to closing the 710 Gap. The City of South Pasadena is neutral in not opposing a sound study of a tunnel option. A surface route will never be built to close the 710 Gap, consequently there is no need to have a surface route reflected in the RTP. There has been a lot of time and a lot of money put into the tunnel study; five hundred thousand thus far; 2.4 million for the

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

next stage of the study. The RTP should reflect that a surface route will never be built, that the 710 Gap will only be built underground.

Councilmember Paul Talbot, City of Alhambra, stated that he concurred with the changes on the language and agreed with Mayor Putnam that underground tunnel option was realistically the most likely option to close the gap. The City of South Pasadena has insisted for 40 years that the gap not be closed. Every day there are forty-four thousand cars that exit onto Valley Boulevard into the Los Angeles/Alhambra area. City of South Pasadena's staff has worked extensively with SCAG staff on the resolution. If a vote was taken today by the City of South Pasadena Council they would say absolutely no freeway. If a vote was taken today by the City of La Canada they would say absolutely no freeway. These cities are concerned that people would use the north end of the freeway. The gap is one of the most important issues that the region faces and it needs to be moved forward with the tunnel study as an option.

A **MOTION** was made to **APPROVE** the Resolution #06478-2 with amendments to paragraphs 4 and 7 of the resolution as requested by Mayor Carol Herrera, City of Diamond Bar. **MOTION** was **SECONDED** and **APPROVED**. Councilmember David Spence, Arroyo Verdugo COG, voted in **OPPOSITION** of the Resolution.

5.2 Regional Aviation System Scenarios for 2008 RTP

Michael Armstrong, SCAG, stated that three new regional aviation system scenarios will be modeled for the 2008 RTP using the RADAM regional aviation demand model. These scenarios will forecast regional air passenger and air cargo activity at commercial airports in the region for the years 2010, 2020, 2030 and 2035. They include unconstrained, constrained and preferred scenarios. All three of these scenarios were approved by SCAG's Aviation Task Force at their July 12, 2006 meeting and the assumptions that went into the scenarios were also extensively reviewed by SCAG's Aviation Technical Advisory Committee.

One of the scenarios is an Unconstrained Scenario which assumes no physical or policy constraints at any of the airports, which are allowed to grow as they need to serve future demand. The Constrained Scenario, on the other hand, incorporates some very conservative assumptions about the future and is used as the No Project Aviation Alternative for the RTP EIR. It assumes no Maglev or any airport ground

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

access projects beyond what is currently programmed, no market incentives, and a very conservative investment strategy on the part of the airlines in adding new service at emerging airports. SCAG is also proposing to include all of San Diego County in the modeling for this next RTP, something SCAG has never done before, and the Constrained Scenario would assume Lindbergh Field at its existing physical capacity of around 19 MAP.

The third proposed scenario is called the Preferred Scenario and is very similar to the currently adopted regional aviation plan. It assumes the entire regional Maglev system, as well other ambitious airport ground access projects including a regional system of FlyAways connected to airports via HOV lanes and light and heavy rail lines. It also assumes that policies would be in place to maximize the use of the Maglev system by air passengers such as integrated maglev fares/air fares, and an integrated reservation system between Maglev-connected airports. It also assumes the full package of market incentives at suburban airports assumed in the 2004 RTP including extensive marketing programs to increase passenger awareness of them and low cost parking and shuttle service to them from major activity centers. As opposed to the Constrained Scenario, it would assume that airlines would be very willing to invest in new service at the emerging suburban airports and it would be relatively inexpensive for them to make those investments because of such things as common use facilities that would be shared between the carriers, and attractive financial packages that would be offered to them.

In terms of addressing demand from San Diego, SCAG is proposing that the Preferred Scenario be modeled with both an unconstrained international airport assumed at Miramar that would replace Lindbergh Field, and also with no Miramar and assuming that modest capacity expansions would be made at Lindbergh Field to the extent possible within its very limited land area. The modeling of these assumptions would be closely coordinated with staff from the San Diego Regional Airport Authority.

Lastly, like the adopted plan, the Preferred Scenario would respect all legally-enforceable policy constraints and physical capacity constraints at air carrier airports. Some of the capacity number may be a little different for this scenario since staff is currently in the process of updating and refining them for some airports including the physical capacity of Bob Hope, San Bernardino International and Ontario airports. One particular capacity issue is whether or not to assume a capacity limitation at March. For the last plan SCAG assumed that March would be

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

unconstrained, and because of the Maglev service that would directly connect to March in conjunction with some other assumptions that staff made, the forecast for March reached 8 MAP in 2030. The March JPA objected to this number since they did not feel it was compatible with their Joint Use Agreement. Staff noted their concerns in a footnote that was attached to the 8 MAP number. At the last Aviation Task Force meeting SCAG committed to evaluating the operational limitations of the Joint Use Agreement as well as the physical capacity of the single runway in updating the passenger forecast for March.

Mr. Armstrong then stated that SCAG's recommended action is that the committee approve the scenarios for modeling for the 2008 RTP.

Councilmember Rae Gabelich, City of Long Beach, stated that the Long Beach Airport had the longest runway, ten thousand feet that is surrounded by very successful neighborhoods and, the concern for the citizens in Long Beach is that the airport not be allowed to grow. Long Beach airport is about to modernize its terminal. SCAG staff is saying that gates have an impact on capacity and will also look at Long Beach in terms of what size aircraft it could handle.

Mr. Armstrong stated that staff accepts Long Beach Airport staff's forecast. If there is a legally forcible constraint such as at Long Beach and John Wayne, staff does not go anywhere beyond that, it does not look at physical capacity. SCAG accepts the city ordinance limitation on operations which is 41 air carrier flights per day and 24 commuter flights per day. SCAG works very closely with Long Beach Airport staff to factor in the assumptions about load factors/aircraft size.

Rich Macias, SCAG, clarified that what staff is asking the committee to do is to approve the scenarios that will be modeled. The goal of staff is to decentralize aviation demand. In doing this, staff considers established noise contours, established environmental impacts to surround communities and the political implications of all scenarios that exist. The results of all the scenarios will go to all of the Aviation Technical Advisory Committee, ATAC, which is made of up of airport industry personnel. The ATAC is particularly sensitive about constraints, encroachments issues, etc. By the time staff brings back all these alternatives back to the TCC, they will be even further modified. Point is, staff has come to the agreement between ATAC and the ATF is a group of alternatives. Staff will model the alternatives to see what the results are and then bring the results back to the TCC.

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

The committee requested that when reports related to the RTP are distributed to members of the committee from staff, that a list of who sits on the ATAC and ATF be included along with the scheduled dates of the meeting. A fiscal attachment to the cost of the modeling would also be beneficial.

It was noted that in the future staff would bring forward a report on the environmental impacts and economic issues in the areas of the initial scenario modeling.

A **MOTION** was made to **APPROVE** the scenarios. **MOTION** was **SECONDED**, and **APPROVED**. Councilmember Rae Gabelich, City of Long Beach, voted in **OPPOSITION**. Councilmember Judy Dunlap, City of Inglewood, **ABSTAINED**.

5.3 Southern California National Freight Gateway Strategy Memorandum of Understanding (MOU)

Mark Pisano took the place of Hasan Ikhrata in presenting the MOU. The first principle of the MOU is to highlight the Southern California region's critical role as the national gateway for goods movement and the associated challenges to communities throughout the region in terms of infrastructure, public health and air quality impacts. The second principle is to ensure proactive involvement from the appropriate state and federal agencies in streamlining the environmental review/approval process. The third is to establish a formal process through which state and federal agencies would share responsibility and work collaboratively with Southern California transportation agencies to address the region's infrastructure needs, environmental effects, and community impacts of increasing goods movement through the "Southern California National Freight Gateway," which extends from the San Pedro Bay Ports to the cities of Barstow and Indio, California.

The MOU is expected to be finalized in consultation with all the appropriate stakeholders. The MOU establishes SCAG, Metro, the Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission, and the Ports of Los Angeles and Long Beach, along with key state and federal resource and regulatory agencies as the "Principal Conveners" to cooperate in the development of a framework strategy to address the region's goods movement



---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

challenges. In addition, the MOU encourages ongoing public participation as required by law.

The signatories to the MOU will work collaboratively to develop a Phase I Scoping Report to be submitted to the United States Secretary of Transportation and to the Governor of California by December 31, 2006. This report will include the protocols for MOU implementation – procedures for working collaboratively and expeditiously to address the goods movement infrastructure, environmental and community concerns.

**MOTION** was made to recommend to the Regional Council to authorize the Executive Director to continue to negotiate and to sign the MOU. **MOTION** was **SECONDED** and unanimously **APPROVED**.

5.4 Maglev IOS Preliminary Engineering - Draft Summary Report

David Chow, IBI Group, presented the draft report summarizing the work efforts completed for the preliminary engineering of the Maglev Initial Operating Segment (IOS) from West LA to Ontario Airport. The conclusion of this study represents a significant milestone in the development of a regional Maglev system.

**MOTION** was made to **RECEIVE** and **FILE** the item. **MOTION** was **SECONDED** and was unanimously **APPROVED**.

6.0 **INFORMATION ITEMS**

6.1 Status Report on CTC Workshop to Establish Criteria for Bond Funding

Due to the unavailability of the presenter the report was tabled for a future meeting.

6.2 Southern California Regional Rail Authority's Sealed Corridor Program

Steve Wylie, Assistant Executive Officer, Southern California Regional Rail Authority gave a presentation on the Sealed Corridor Program.

Following the January 2005 derailment in Glendale involving two Metrolink trains and a Union Pacific train, caused by an individual who intentionally parked his vehicle across the railroad tracks, the Southern California Regional Rail Authority has embarked on a federally funded study to create a Sealed Corridor along

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

Metrolink's Antelope Valley and Ventura County Lines. SCRRA staff will provide an overview of this initiative, which is designed to establish a comprehensive program to enhance grade crossing and rail corridor safety and security.

**6.3    I-710 (South) EIR/EIS MOU**

Alan Thompson, SCAG, gave an update on the EIR/EIS MOU. Mr. Thompson stated that SCAG was preparing to enter into an MOU between SCAG, the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG) and the Los Angeles County Metropolitan Transportation Authority (Metro) for the purposes of a Statement of Intent, defining the roles and responsibilities of the parties with regard to the project. The request for authorization to enter into the MOU is going before the Administration Committee and the Regional Council at the September 14 meeting, and is being provided to the Energy and Environment Committee and Transportation and Communications Committee for informational purposes.

Councilmember Rae Gabelich advised staff that she would be very concerned about the location of the truck inspection facilities, that the City of Long Beach preference is that they be located on port property.

**7.0    MAGLEV TASK FORCE REPORT**

There was no report.

**8.0    CHAIR REPORT**

Councilmember Bonnie Lowenthal, Vice-Chair, encouraged the members of the committee to take in the freight Maglev demonstration project in San Diego.

**9.0    STAFF REPORT**

There was no report.

**10.0    GOODS MOVEMENT TASK FORCE REPORT**

There was no report.

---

**TRANSPORTATION & COMMUNICATIONS COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**September 14, 2006  
Minutes**

---

**11.0 FUTURE AGENDA ITEMS**

None

**12.0 ANNOUNCEMENTS**

None

**13.0 ADJOURNMENT**

The Honorable Bonnie Lowenthal, adjourned the meeting at 11:45 a.m.  
The next committee meeting will be held on **Thursday, October 5, 2006 at SCAG's office.**



Rich Macias, Manager  
Transportation Planning Division